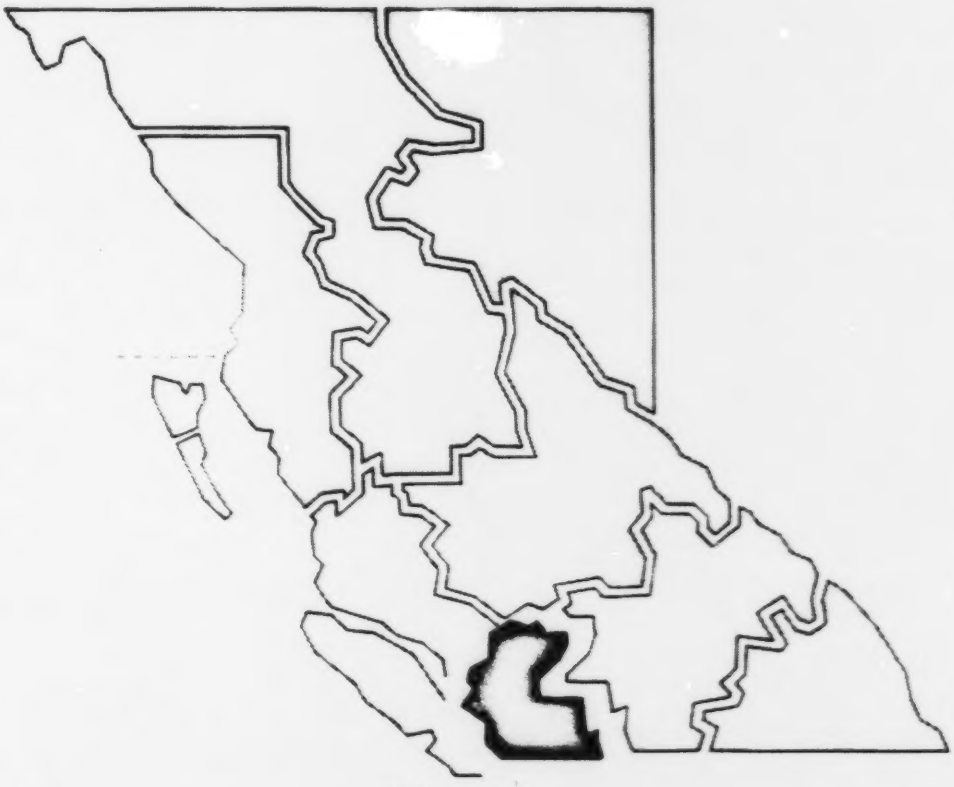
Mainland-Southwest – Region 2

Dewdney-Alouette Regional District Transportation Committee Recommendations



FREEDOM TO MOVE

89-06156/

THE DEWDNEY-ALOUETTE REGIONAL DISTRICT

TRANSPORTATION STUDY SUB-COMMITTEE

Lloyd McKimmon	-	CHAIRMAN Dewdney-Alouette Regional District
Ron Boyes	-	DIRECTOR OF PLANNING District of Maple Ridge
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Norman Jacobsen	-	M.L.A. Dewdney Electoral District
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Franz Prokop	-	DIRECTOR Maple Ridge Regional Chamber of Commerce
Bud Tiedeman	-	CHAIRMAN Dewdney-Alouette Regional Transportation Committee

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

1.0 INTRODUCTION

2.0 OBJECTIVES OF THE REGIONAL TRANSPORTATION PLAN

3.0 PLANNING PROCESS

4.0 TRANSPORTATION ISSUES

5.0 PROPOSED PROJECTS

6.0 PROPOSED INITIATIVES

7.0 CONCLUSION

APPENDIX A SUMMARY OF TRANSPORTATION SUBMISSIONS RECEIVED

B TRANSPORTATION SUBMISSIONS FROM THE DISTRICT OF MISSION, THE DISTRICT OF MAPLE RIDGE, THE CORPORATION OF THE DISTRICT OF PITT MEADOWS, THE DEWDNEY-ALOUETTE REGIONAL DISTRICT, THE BRITISH COLUMBIA AGRICULTURAL LAND COMMISSION AND THE FRASER RIVER HARBOUR COMMISSION

EXECUTIVE SUMMARY

The Dewdney-Alouette Regional District (as shown on Exhibits 1 and 2) is situated north of the Fraser River within the Lower Fraser Valley of British Columbia. It comprises the District Municipalities of Maple Ridge, Mission and Pitt Meadows as well as the settled rural area east of Mission and a vast mountainous hinterland. The area of the Regional District is 286,000 hectares and the current population is estimated at approximately 80,000.

The Region is ideally suited for increased residential and industrial growth. It has the second largest urban land reserve in the Lower Mainland and generates only 5% of the agricultural revenue of the Fraser Valley. The development growth potential is estimated at approximately 240,000 based on existing community plans. By encouraging development in **the Dewdney-Alouette Regional District,** the pressure could be taken off the Agricultural Land Reserve in other areas of the Lower Mainland. To do this, major improvements will have to be made to the transportation system.

Maple Ridge is the fastest growing municipality in British Columbia and Mission is the 7th. However, this rapid growth will soon slow down considerably without immediate improvements to the transportation system.

Highway #7 requires the following improvements immediately:

- Upgrading to four lanes with left turn channelization from east of Mission to Albion.
- From the Pitt River Bridge to Harris Road the ditches should be filled and concrete median barrier installed to reduce the number of fatalities in this dangerous section of the road.
- From Harris Road east to 222 Street intersection widening should be implemented to increase capacity.

The improvements to the Lougheed Highway will help, but not solve, Dewdney-Alouette's main transportation problem. When the Pitt River Bridge is open for river traffic, the resulting delays and congestion on Highway #7 are a very serious problem. It is imperative to the Region's economic growth that a new high level bridge be constructed across the Pitt River.

The bridge would connect to the new North Fraser Freeway which will provide a high level of service to the Region. These two projects are the most important building blocks for Dewdney-Alouette's transportation plan.

Planning and purchase of Right-of-Way should proceed immediately so that the construction of these facilities can be assured in the near future.

The Pitt River High Level Bridge and the North Fraser Freeway would provide the impetus for continued development in the Dewdney-Alouette Regional District, thus removing the pressure for residential use of agricultural land in other areas of the Lower Mainland. The provision of high vehicle occupancy lanes on these facilities would promote increased transit ridership and reduce the number of automobiles travelling towards downtown Vancouver.

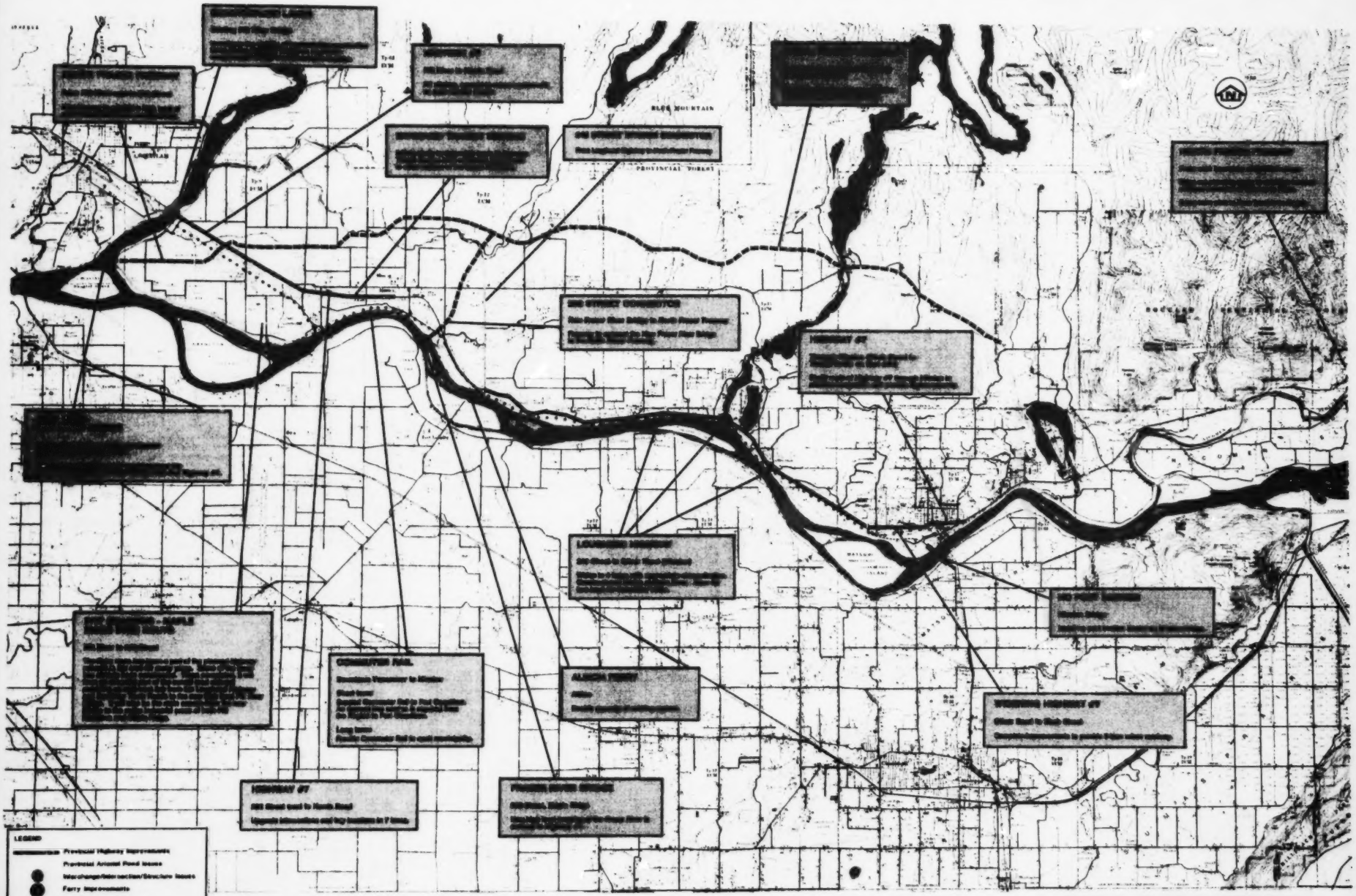
Also of immediate concern is the accident rate on the Mission Bridge across the Fraser River. No post median barrier should be installed on this bridge as soon as possible.

In addition to the major initiatives outlined above, the following are recommended:

- Construction of the dyke route in conjunction with the new high level Pitt River Bridge will improve access to the Pitt Meadows Airport, the major industrial areas of Pitt Meadows and Maple Ridge, and the Katzie Indian Band.

- Improve transit by initiating a study to determine costs to provide better service both within the Region and to other sectors of the Lower Mainland.

- Double the capacity of the existing Albion Ferry to relieve the long queues and waiting time for traffic needing this service.



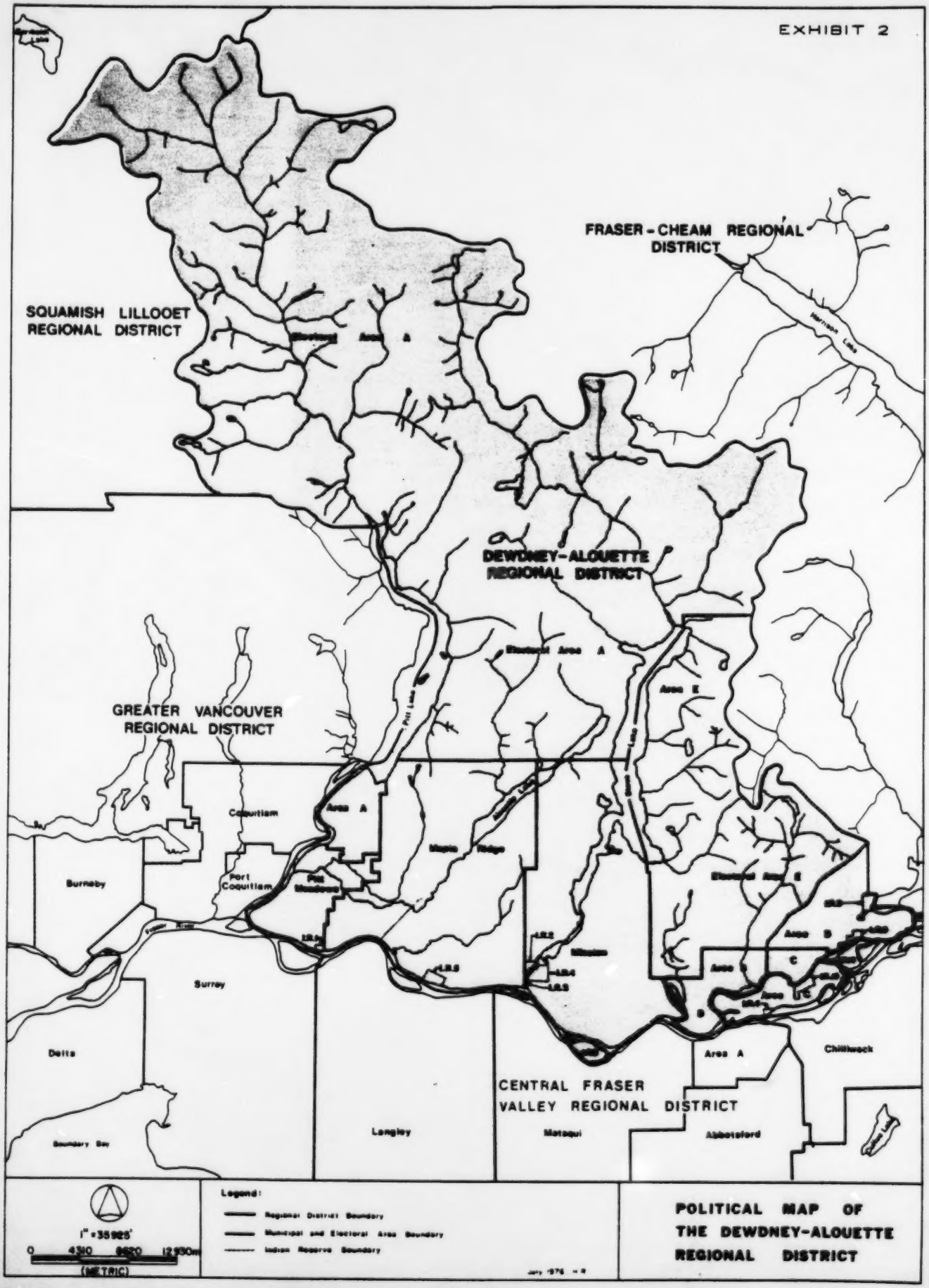
DELCAN

REGIONAL TRANSPORTATION PLAN

DEWDNEY-ALOUETTE REGIONAL DISTRICT

EXHIBIT 1

EXHIBIT 2



POLITICAL MAP OF THE DEWDNEY-ALOUETTE REGIONAL DISTRICT

1.0 INTRODUCTION

The District Municipality of Pitt Meadows is the most western centre of the Regional District. This community has a well developed agricultural economy and a significant proportion of the municipality is located within the Agricultural Land Reserve. Pitt Meadows is committed to the development of their industrial lands to capitalize on their close proximity to the metropolitan markets of Greater Vancouver. Being well located relative to the metropolitan area has also resulted in a strong, continuous trend in residential development.

Maple Ridge is the largest and most densely populated area of the Regional District. This municipality has a significant land base which is suitable for residential development as well as extensive industrial land and a well developed commercial centre. The demand for residential lots has been extremely strong over the last few years. In the last two years the population of Maple Ridge has increased approximately 15% - it is the fastest growing area in British Columbia. While residential growth is rapidly progressing, the development of an inter-regional transportation infrastructure to accommodate this growth has been very slow.

The District of Mission is the most eastern of the three municipalities in the region. Residents of Mission enjoy a community based lifestyle amongst the fast pace of Lower Mainland activities. Recent growth trends in this community have been strong in the residential sector based largely on the development of single family dwellings. The commercial sector of Mission provides a basic level of service for the residents of the District as well as for residents of the adjoining rural lands.

The rural areas of the Dewdney-Alouette Regional District comprise Electoral Area A situated north of Pitt Meadows (including the mountainous hinterland) and Electoral Areas B, C, D and E located east of the District of Mission. The settled portions of the Electoral Areas are largely farm lots or rural residential properties. Continuation of the rural lifestyle is a primary objective in these electoral areas and population growth and land development have been progressing only slowly over the last number of years.

Past and future population trends for the Dewdney-Alouette Regional District are shown on Table 1.1. Although the population shown is 120,000 to the year 2000, the non-agricultural land available would allow a population far in excess of this figure, provided adequate transportation facilities are in place.

Table 1.1

Recent Population Counts and Population Projections for the Dewdney-Alouette Regional District

Area	Census 1976	Census 1981	Census 1986	Est. 1988	Proj. 1995	Proj. 2000
Pitt Meadows	4,689	6,209	8,004	8,823	10,900	12,600
Maple Ridge	29,462	32,232	36,023	41,581	56,000	65,600
Mission	14,997	20,056	21,985	23,605	31,500	38,300
Electoral Areas	2,989	3,116	3,085	3,200	3,700	4,000
Regional District	54,430	62,004	69,494	77,632	102,600	121,000

Note:

1) Estimated 1988 population provided by Central Statistics Bureau.

2) Projected 2000 population based on 3% annual growth for Pitt Meadows; a variable rate between 3% and 7% for Maple Ridge; a 4% annual growth rate for Mission; and an estimated population for the Electoral Areas.

3) Regional District population totals also include Indian Reserves.

The business profile of the Dewdney-Alouette Regional District is dominated by businesses in the retail trade and commercial services sectors. These sectors comprise 37% and 31% respectively of all businesses in the Regional District (excluding those in the Primary sector). Manufacturing industries in the region continue to be dominated by wood products manufacturing, which represents 43% of all manufacturing in the region. However, growth in the wholesale trade sector of both Maple Ridge and Pitt Meadows has been restricted by the lack of adequate transportation facilities into the greater Vancouver market area.

The manufacturing sector has been the most significant growth area since the mid 1970's. Between the years 1975 and 1987, there occurred a 50% increase in the number of manufacturing businesses,

representing a 17% increase in the total manufacturing floor area. This increase is largely due to the development of the Maple Meadows industrial park.

The regional labour force is dominated by persons employed in trade and commercial services; these sectors comprise approximately 48% of the total labour force (as shown in Table 1.2). The manufacturing sector is also well represented in the labour force, with approximately 17% of the regional total. Persons employed in primary industry sectors are relatively few and the majority are employed in the agriculture industry.

The majority of the employed labour force within the Regional District are working outside the Region. Table 1.3 presents generalized information on labour force and employment for the Region. The majority of the labour force within the Dewdney-Alouette Regional District who are travelling outside the Region are employed within the Greater Vancouver Regional District. The percentage travelling to GVRD are as follows:

Pitt Meadows	-	60%
Maple Ridge	-	46%
Mission	-	22%

An additional 14% of the labour force of Mission is travelling westward for employment opportunity in Maple Ridge or Pitt Meadows. Therefore, significant numbers of workers from the Dewdney-Alouette Regional District are travelling westward through the region for their places of employment and the majority of these are commuting over the Pitt River for employment opportunities within the Greater Vancouver Regional District.

Table 1.2

Total Labour Force by Industry Division Within the Dewdney-Alouette Regional District. Census 1986

Area	Agri-culture	Forestry	Fishing	Mining	Mfg.	Construc-tion	Transport	Trade	Finance	Service	Civil	Other
Pitt Meadows	270	35	10	0	510	240	255	900	115	970	300	290
Maple Ridge	395	265	95	95	2700	1555	1065	3290	495	4585	1165	1180
Mission	375	220	65	40	1885	760	545	1545	210	2380	650	585
Electoral Areas	380	90	20	0	115	115	70	235	30	205	105	65
	1420	610	190	135	5210	2670	1935	5970	850	8140	2220	2120
	4%	2%	1%	-	17%	8%	6%	19%	3%	26%	7%	7%

Table 1.3

Employed Labour Force and Employment Within the Dewdney-Alouette Regional District. Census 1981

	EMPLOYED LABOUR FORCE WITHIN MUNICIPALITY					EMPLOYMENT WITHIN MUNICIPALITY				
	Working Within Municipality		Working Outside Municipality		Total Labour Sample Size	Living Within Municipality		Living Outside Municipality		Total Employment Sample Size
	No.	%	No.	%	No.	No.	%	No.	%	No.
Pitt Meadows	525	17%	2,480	83%	3,005	525	40%	795	60%	1,320
Maple Ridge	6,760	46%	7,805	54%	14,565	6,760	65%	3,615	35%	10,370
Mission	3,605	45%	4,410	55%	8,015	3,605	66%	1,885	34%	5,550
					25,585					17,240

Note: 1) Totals may not add due to rounding.

2) Labour Force or Employment Sample Size may be different than actual due to rounding.

2.0 OBJECTIVES OF THE REGIONAL TRANSPORTATION PLAN

In November 1988 the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990-2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. To determine the present and future transportation needs and priorities of each Region.

2. To analyze issues and provide support documentation for recommended improvements.

3. To recommend to Government a transportation plan that included short and long term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

The Mainland/Southwest Region has established six sub-committees, one for each Regional District, to prepare transportation plans as a basis for the development of an integrated regional plan. This report documents the transportation plan for the Dewdney-Alouette Regional District.

3.0 PLANNING PROCESS

3.1 Obtaining Public Input

Advertisements calling for written submissions from the public were developed in conjunction with the Provincial Ministry of Regional Development. These advertisements were placed in the following local newspapers.

- Fraser Valley Record, March 8 and 15, 1989
- Maple Ridge News, March 8 and 12, 1989
- Maple Ridge Times, March 14, 1989

Contact was also made with the editors of the three local newspapers to provide additional publicity about the transportation planning process.

Information concerning the transportation planning process was forwarded to approximately 110 individuals, groups and businesses, as well as the Chambers of Commerce for Maple Ridge, Mission and Pitt Meadows, the Districts of Maple Ridge, Mission and Pitt Meadows and the Dewdney-Alouette Regional Board.

The Minister of Transportation and Highways has written to transportation companies throughout the Province inviting their participation in the transportation planning process.

In addition, the sub-committee invited and received delegations from:

Fraser River Harbour Commission
Transport Canada - Air Operations
CP Rail
BC Transit
Provincial Agricultural Land Commission
Maple Ridge RCMP
Mission RCMP
Coquitlam, Port Coquitlam, Port Moody Chamber of Commerce

Meetings were also held with the Chairmen of the Central Fraser Valley and Greater Vancouver Regional Transportation Sub-Committees.

3.2 Summary of Public Meetings and Their Results

Open Houses were held on May 23, 24, and 25, 1989 at Mission, Maple Ridge and Pitt Meadows respectively.

Advertisements for the three Open Houses were placed in the Fraser Valley Record on May 10 and 17, 1989; Maple Ridge News on May 17

and 21, 1989; and the Maple Ridge Times on May 16 and 23, 1989. In addition, public announcements were made on the local cablevision networks serving Maple Ridge, Mission and Pitt Meadows and CFVR/STAR FM, a local radio station. TV coverage of the Open House at Pitt Meadows was provided by Rogers-Fraser TV.

Representatives from the Dewdney-Alouette Regional Board, member councils, School Districts #42 and #75, M.L.A.'s, Chamber of Commerce Executive Committees and members of the press were invited to a presentation of the plan. This was followed by a three hour Open House session featuring the video "Freedom to Move" and displays identifying the major components of the transportation plan. Members of the sub-committee attended each of the Open Houses to respond to public questions.

The transportation plan map, which outlines the major projects identified by the sub-committee, was generally well received by the approximately 100 people who attended the three Open Houses. A short questionnaire was distributed to members of the public at Open Houses and a total of twelve forms were returned.

The questionnaire responses indicated strong support for the projects identified by the transportation sub-committee and urged immediate action to implement the changes.

Strong support was also indicated for improvements in public and private transit, including separate tracks for commuter rail, bus connections to the ALRT system and integration with the Greater Vancouver Regional Transit System.

Suggestions for traffic improvement included a reduction in the number of private vehicles by increasing the driving age and establishing mandatory semi-annual vehicle inspections. It was also suggested that traffic flows could be improved by reducing unnecessary traffic control devices, limiting use of highways by semi-trailer and dual axle traffic to non-peak hours, reducing direct vehicle access to major highways and increasing the length of access/exit lanes to and from highways.

General concerns included emphasizing projects which minimize the effect on agricultural land and the environment. The suggestion was also made that the North Fraser Freeway corridor should be a multiple use corridor, including recreational trails.

It was also noted that more emphasis should be placed on allowing convenient access and movement for the handicapped users of all transportation facilities.

Additional projects identified included utilizing the Dewdney Trunk corridor between 240th Street in Maple Ridge and Mission and the need to re-align the highway section between the Mission Bridge and the Lougheed Highway east of Mission.

The Agricultural Land Commission has supported the development of the Region and the Region's Transportation Plan.

3.3 Summary of Formal Submissions from Industry and Municipalities

A total of 23 formal submissions have been received, including submissions from the Dewdney-Alouette Regional Board, District of Maple Ridge, District of Mission and District of Pitt Meadows. No formal submissions have been received from industry.

All of the projects recommended by the Councils have been included in Chapter 5.0. A summary of comments from these jurisdictions is included in Appendix B.

3.4 Collection of Other Information and Statistical Data

Information pertaining to population trends, future projections and major developments has been obtained from the Districts of Maple Ridge, Mission and Pitt Meadows, the Dewdney-Alouette Regional District and Statistics Canada.

The Ministry of Transportation and Highways has provided traffic volumes and accident rate information where available, as well as base data for construction cost estimates.

4.0 TRANSPORTATION ISSUES

The following transportation issues have been identified:

4.1 Roads

4.1.1 The Pitt River Bridge is a major problem in the Region, often causing delays due to the bridge opening for marine traffic. In addition, the traffic volumes on the bridge, even when not disrupted by marine traffic, are fast approaching capacity in the peak periods.

4.1.2 The Lougheed Highway from east of Mission to the Pitt River Bridge has several sections where there are only two lanes. In addition, some sections have deep side ditches immediately adjacent to the travel lanes. These features cause congestion and present safety hazards, both of which will continue to worsen as traffic increases. Nine people have been killed on this section from 1980 to 1989.

4.1.3 The Mission Bridge has no centre median barrier which has resulted in serious accidents when vehicles have crossed over the centre line.

4.1.4 The Dewdney-Alouette Regional District population is increasing and the area lacks a good commuter connection to the rest of the Lower Mainland. This causes undue delay to the residents and discourages growth in the area. The District has a large base of land available which is not in the Agricultural Land Reserve. By encouraging development in the Dewdney-Alouette Regional District with a good transportation infrastructure, the pressure could be taken off the Agricultural Land Reserve in other areas of the Lower Mainland.

4.1.5 There is a lack of adequate industrial access to the Pitt Meadows Airport and to 130 hectares of prime industrial land adjacent to the dyke. Presently all of this heavy traffic has to pass through residential and school areas.

4.2 Marine

4.2.1 The Albion Ferry is experiencing long delays and additional ferry capacity is required.

4.2.2 Bridges crossing the Pitt and Fraser Rivers are required to be high level. However, large vessels are restricted from navigating the upstream area because of the existing rail bridge in New Westminster. The rail bridge should be rebuilt to accommodate larger vessels or the upstream requirement for high bridges should be removed.

4.3 Transit

4.3.1 The Region has poor transit service, both within its own boundaries and to other areas of the Lower Mainland.

5.0 PROPOSED PROJECTS

A plan for the transportation needs of the Dewdney-Alouette Regional District is shown on Exhibit 1 and on the accompanying Tables. A Short Term Plan for the next five years is shown on Table 5.1. A Long Term Plan for needs to the year 2000 is shown on Table 5.2.

The plan is based on the transportation committee's own local experience and the input from the public and submissions received. This is derived from first hand experience driving the facilities every day. The plan is a true reflection of the needs of the Region as seen by its citizens.

Projects are listed in order of priority. The projects reflect the aspirations of both the general public and industry for better safety and greater mobility on the transportation system. The projects are identified by their respective modes, i.e.:

Air	A1
Roads	H1
Rail	R1
Transit	T1

The description of the project outlines the work to be done and the type of project indicates the phase of the work. (Planning, Design, Construction). The normal sequence of a project involves:

Planning: 1-3 years depending on the complexity of the project. The planning phase establishes the type, size, location and right-of-way requirements of the project. Preliminary cost estimates are also prepared at this stage.

Design and Right-of-Way Acquisition: 1-2 years. This phase involves design of all project elements, including horizontal and vertical alignment, structures, utilities and drainage. The specifications and tender documents for construction are also prepared at this time.

Construction: 1-3 years.

The preparation of this plan is a departure from the classic transportation planning process which involves the collection and analysis of travel data and the identification of need based on traffic demand and system deficiency.

At most of the project locations, detailed traffic counts and accident statistics do not exist. Where counts are available, they reflect the number of through movements on major roads and do not give essential data on turning movements, vehicle classifications, peak period characteristics and accident diagrams.

Accident rates indicate the number of accidents reported per million vehicle kilometres driven within the project limits. An accident rate greater than 2.0 requires immediate investigation and design.

The rates must only be taken as general indicators of possible safety warrants for the projects; accident occurrence may be concentrated at specific "black spots" (i.e. hazardous intersections or other local alignment anomalies), rather than distributed over a project's entire length.

The collection and updating of traffic counts and accident statistics will be an important aspect of the review process for the transportation plan.

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

Table 5.1

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

DEWDNEY-ALOUETTE REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE ***	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H1	Lougheed Highway	240 Street to Oliver Road (Mission)	Widen to 4 lanes with appropriate channelization. Construct new bridge at Stave River. Allow for bus bays for commuter traffic.	11,900 (2.7 km west of Stave River Bridge)	-----	-----	-----	-----	--- Support Industrial Growth Safety Supports Tourism	Supports Residential Growth D C*	1.1 35.0	P	0.3
H2	High Level Pitt River Bridge	Across the Pitt River at the confluence of the Pitt and Fraser Rivers	New high level bridge which would connect the North Fraser Freeway to the Mary Hill By Pass and Highway #1.	53,500 (1988 count on existing bridge)	-----	-----	-----	-----	Supports Tourism Supports Residential Growth Supports Industrial Growth Safety				
H3	North Fraser Freeway	From Pitt River east to 240 Street	New freeway to provide a high level of service to North Fraser municipalities.	-----	-----	-----	-----	-----	Supports Tourism Supports Residential Growth Supports Industrial Growth Safety	P C*	1.5 21.4		
H4	240 Street Interim Connector	Lougheed Highway to North Fraser Freeway		-----	-----	-----	-----	-----	Supports Residential Growth Supports Industrial Growth Safety	P D C	0.1 0.8 25.0		
H5	No Post Barrier	Mission Bridge	Install no post median barrier on Mission Bridge.	20,800	-----	-----	-----	-----	Safety	C	0.3		
H6	Highway #7	Pitt River to Harris Road	Fill ditches, convert to urban section with no post median barrier.	-----	-----	-----	-----	-----	Supports Residential Growth Supports Industrial Growth Safety	D C	0.2 3.0		
H7	Widening Highway #7	Oliver Road to Birch Street	Complete improvements to provide 5-lane urban roadway.	15,200 (1986 count 10 m east of Park Street)	-----	-----	-----	-----	Supports Residential Growth Supports Industrial Growth Safety	D C	0.3 3.0		
H8	Highway #7	Through Mission (Birch Street to Tourist Booth on east side)	Study route of Highway #7 through Mission to alleviate congestion and provide higher capacity.	-----	-----	-----	-----	5.32	Supports Tourism Supports Residential Growth Supports Industrial Growth Safety	P D C	0.2 ** **		
H9	Highway #7	222 Street west to Harris Road	Upgrade intersections and key locations to 7 lanes.	38,400 (1986 count 0.2 km east of Harris Road)	-----	-----	-----	-----	Supports Residential Growth Supports Industrial Growth Safety	P D C	0.1 0.3 17.0		
H10	Counterflow lanes	Existing Pitt River Bridge	Investigate the viability of implementing counterflow lanes on the Pitt River Bridge as an interim measure until a high level crossing is in place.	53,500 (1988 count)	-----	-----	-----	-----	Supports Residential Growth Supports Industrial Growth Safety	P	0.1		
H11	Albion Ferry	Albion	Double capacity of existing system.	-----	-----	-----	-----	-----		C	3.0		

* Includes Right-of-way Acquisition Costs
** Cost to be determined by study
***Accident Rate = number of accidents per million vehicle kilometres

Table 5.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

DEWDNEY-ALOUETTE REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H12 Pitt Meadows - Maple Ridge Dyke Route	Pitt River to 203 Street	The Dyke route has been a part of the planned highway network in the area for many years. Some of the route has already been constructed. When completed, it will form an essential part of the overall road network providing an east-west link from the Lougheed Highway and Dewdney Trunk Roads to the new high level Pitt River Bridge. It will also be the main access from the new Bridge to the major industrial areas of both Pitt Meadows and Maple Ridge (2 lanes RAU)	.....	.....	.....	.....	.....	Supports Industrial Growth	P D C	0.1 0.5	13.6	
H13 Fraser River Bridge	232 Street Maple Ridge	New high level crossing of the Fraser River to connect to Highway #1	.....	.....	.....	.....	.....	Supports Tourism Supports Residential Growth Supports Industrial Growth	P,D	3.0		
H14 232 Street Connector	New Fraser River Bridge to North Fraser Freeway	Freeway to connect the new Fraser River Bridge to the North Fraser Freeway	.....	.....	.....	.....	.....	Supports Tourism Supports Residential Growth Supports Industrial Growth	P,D	7.5		
H15 North Fraser Freeway	From 240 Street to east boundary of Regional District	Carry out corridor planning study to establish location and R.O.W. for freeway	.....	.....	.....	.....	.....	Supports Tourism Supports Industrial Growth	P		0.4	
R1 Commuter Rail	Downtown Vancouver to Mission	Support Commuter Rail to Port Coquitlam. An express bus service is required from the Region to Port Coquitlam	.....	.....	.....	.....	.....	Supports Residential Growth Supports Industrial Growth	P	0.1		
T1 Improved Transit Service		Initiate study to determine costs to improve Transit Service both within the Region and to other sectors of the Lower Mainland	.....	.....	.....	.....	.....	Supports Residential Growth Supports Industrial Growth	P	0.1		

LONG TERM PLAN: TO YEAR 2000

Table 5.2

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

DEWDNEY-ALOUETTE REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H2	High Level Pitt River Bridge	Across the Pitt River at the confluence of the Pitt and Fraser Rivers	New high level bridge which would connect the North Fraser Freeway to the Mary Hill By-Pass and Highway #1	53,500 (1988 count on existing bridge)	----	----	----	----	Supports Tourism Supports Residential Growth Supports Industrial Growth Safety	C	150.0		
H3	North Fraser Freeway	From Pitt River east to 240 Street	New freeway to provide a high level of service to North Fraser municipalities and to provide freeway route through to Hope						Supports Tourism Supports Residential Growth Supports Industrial Growth Safety				
H13	Fraser River Bridge	232 Street Maple Ridge	New high level crossing of the Fraser River to connect to Highway #1	----	----	----	----	----	Supports Tourism Supports Residential Growth Supports Industrial Growth	D,C		70.0	
H14	232 Street Connector	New Fraser River Bridge to North Fraser Freeway	Freeway to connect the new Fraser River Bridge to the North Fraser Freeway	----	----	----	----	----	Supports Tourism Supports Residential Growth Supports Industrial Growth	D,C		35.0	
H16	North Fraser Freeway	From east boundary of DARD to Hope	Carry out planning study to establish location of future extension of freeway to Hope (Long term plan to have freeway to Hope)	----	----	----	----	----	Supports Tourism Supports Industrial Growth	P		1.0	
R1	Commuter Rail	From Coquitlam to Mission	Provide Commuter Rail to each municipality	----	----	----	----	----	Supports Tourism Supports Residential Growth	D,C		X	

6.0 PROPOSED INITIATIVES

A summary of proposed transportation related initiatives for the Dewdney-Alouette Regional District is shown on Table 6.1.

Table 6.1

SUMMARY OF PROPOSED INITIATIVES

DEWDNEY-ALOUETTE REGIONAL DISTRICT

INITIATIVE TITLE	PROBLEM OPPORTUNITY	ACTION PROPOSED
Vessel Size and Bridge Clearance	The rail bridge at New Westminster presently restricts the size of ships which can navigate further upstream. It appears that with continual loss of industrial waterfront footage occurring in Vancouver there will be a need for industry to relocate upstream.	Carry out a study to evaluate the feasibility of replacing the rail bridge with a structure with sufficient clearance to allow larger vessels to service the Region.
Liveable Region	To increase the level of local employment so that commuting across Regional boundaries can be reduced.	Improve the employment base in this Regional District.
Air Quality	Reduce hydrocarbon emission.	Increase emphasis on Transit.
Park & Ride Facilities	Too many autos travelling with only one occupant.	Establish Park & Ride facilities.
Dangerous Goods	Many dangerous goods are transported through the Region.	Continue to study ways to reduce the risk of accidents.

Note: These initiatives involve changes in transportation policy, legislation and regulation to enhance the safety and mobility of the travelling public, without large expenditure of public funds.

7.0 CONCLUSION

The Dewdney-Alouette Regional District has the second largest urban land reserve in the Lower Mainland and a development growth potential estimated at 240,000 based on existing community plans. Development in this Regional District would remove the pressure for residential use of the Agricultural Land Reserve in other areas of the Lower Mainland.

The widening and improvement of the Lougheed Highway from east of Mission to the Pitt River Bridge, in the short term, would provide some increased capacity to allow time for the planning, design and construction of both a new high level bridge across the Pitt River and the North Fraser Freeway.

However, it is important that these major projects be expedited to maintain a reasonable level of service to the Region. The new Pitt River Bridge and the North Fraser Freeway will bring immense benefits, not only to the Dewdney-Alouette Regional District, but to all of the Lower Mainland.

The provision of good express transit service to other sectors of the Lower Mainland would also reinforce the above development. The new freeway could also have high vehicle occupancy lanes which would provide for increased transit ridership and reduce the number of automobiles.

Appendix A

SUMMARY OF TRANSPORTATION

SUBMISSIONS RECEIVED

DEWDNEY·
ALOUETTE
REGIONAL DISTRICT

32388 FLETCHER AVENUE,
MISSION, B.C. V2V 5T1
TELEPHONE (MISSION) 826-1291
(MAPLE RIDGE) 462-8294
FAX 826-5843

DEWDNEY - ALOUETTE
REGIONAL DISTRICT
Meeting of Transportation Sub-Committee
APR 11 1989
ITEM RECEIVED

File 1290-03-01
1989 04 06

MEMORANDUM

TO: Chairman and Members of the Dewdney-Alouette Regional Transportation Sub-Committee

FROM: Jackie Fennellow, Administrative Assistant

SUBJECT: Transportation Submissions

At its meeting, held March 28th, 1989, the Transportation Sub-Committee requested that a summary be prepared of all transportation submissions received. The following submissions have been received to April 5th, 1989, inclusive.

1. Memorandum from John Gairns, Dewdney-Alouette Regional District, dated February 27th, 1989
2. Brief from the District of Mission received February 28th, 1989
3. Letter from R. Smith, Pitt Meadows Chamber of Commerce, dated March 1st, 1989
4. Letter from David and Lorraine Douglas dated March 11th, 1989
5. Letter from Bryden Nelmes dated March 13th, 1989
6. Letter from Lester J. Leavitt dated March 16th, 1989
7. Letter from Macky Banns dated March 16th, 1989
8. Letter from Mayor Bill Hartley, District of Maple Ridge, dated March 17th, 1989
9. Letter from Chris Herbert dated March 19th, 1989
10. Letter from Bruce Cullen, Maple Ridge Hospital, dated March 20th, 1989

.....2

11. Letter from Veronica Euper, Maple Ridge Chamber of Commerce, Transportation Committee, dated March 20th, 1989

12. Letter from Doug Parkinson, Mission Regional Chamber of Commerce, dated March 20th, 1989

13. Letter from Darrell Krahn received March 22nd, 1989

14. Letter from Frank Norman, Bicycling Association of B.C., dated March 22nd, 1989

15. Letter from Anna Schmidt dated March 22nd, 1989

16. Letter from Sally Buchanan dated March 23rd, 1989

17. Letter Gordon Robson, Robson & Associates Consultants, Inc., dated March 23rd, 1989.

18. Letter from Shirley Wiesehahn dated March 26th, 1989

19. Letter from B. Davidson, Mission Memorial Hospital, dated March 27th, 1989

20. Letter from Mae Cabott, Maple Ridge Chamber of Commerce, Tourism Committee, dated March 28th, 1989

21. Brief from John Mills, B.C. Transit, dated March 28th, 1989

22. Brief from J. Plotnikoff, Agricultural Land Commission, dated March 28th, 1989

23. Letter from Brian Strong, District of Pitt Meadows, dated March 28th, 1989

The main points have been identified in each submission, grouped with similar priorities and divided into five categories: transit, road, air, water and miscellaneous and included in the attached summary of transportation submissions.

(Ms) J.R. Fennellow,
Administrative Assistant

Enclosure

DEWDNEY-ALOUETTE REGIONAL TRANSPORTATION SUB-COMMITTEE

SUMMARY OF TRANSPORTATION SUBMISSIONS

1. TRANSIT

(a) Commuter Rail

- Provide commuter rail system, to be extended to Mission at the earliest possible opportunity (District of Maple Ridge, District of Mission, District of Pitt Meadows, Dewdney-Alouette Regional District, Maple Ridge Chamber of Commerce Transportation Committee, Mission Regional Chamber of Commerce, Chris Herbert, Anna Schmidt, Lester Leavitt, Sally Buchanan, Lorraine and David Douglas)

(b) Bus

- Expand existing local transit services in Mission and Maple Ridge to the same levels provided in other communities of a similar size in the Metro Vancouver area (B.C. Transit)
- Provide weekly bus service to outlying areas (Shirley Wiesehahn)
- Provide subsidized bus service from Maple Ridge to Port Coquitlam (Maple Ridge Chamber of Commerce Transportation Committee)
- Provide public transportation to Chilliwack, Abbotsford and Langley (Sally Buchanan)
- Provide commuter bus service to SkyTrain and commuter rail connections (District of Maple Ridge, Mission Regional Chamber of Commerce)
- Improve inter- and intra-regional bus service (Anna Schmidt)
- Provide regular transit connections for local trips between Maple Ridge and Pitt Meadows (B.C. Transit)

.....2

- Provide new local transit service within Pitt Meadows connecting with the Coquitlam Centre and downtown Maple Ridge (B.C. Transit)

- Connect Pitt Meadows and Maple Ridge directly with Coquitlam Centre and Vancouver Regional Transit System for intermunicipal service (B.C. Transit)

- Connect Maple Ridge and Pitt Meadows with Coquitlam, Burnaby and Vancouver by a new regional express service (B.C. Transit)

- Provide regional express services designed to provide a viable alternative to the automobile (B.C. Transit)

- Co-ordinate regional express services with local services and Vancouver Regional Transit System services at Coquitlam, including future rail services (B.C. Transit)

- Integrate fare structures with the existing Vancouver Regional Transit System (B.C. Transit)

- Develop a park-and-ride lot along the Lougheed Highway to encourage commuters (B.C. Transit)

- Implement transit priority measures for the Pitt River bridge (B.C. Transit)

- Expand the handyDART service in line with suburban communities of similar size (B.C. Transit)

- Introduce a new handyDART service in Pitt Meadows (B.C. Transit)

- Integrate the expanded handyDART service in Maple Ridge/Pitt Meadows with the existing Metro Vancouver services (B.C. Transit)

(c) Other

- Commence pre-planning of ALRT corridors immediately (Robson & Associates Consultants, Inc.)

- Establish a park-and-ride in Port Moody and utilize hovercraft/hydrofoil service to Canada Place, Skytrain and Seabus (Darrell Krahn)

.....3

- Establish hovercraft/hydrofoil service between Mission and New Westminster to connect with SkyTrain, with park-and-ride stations in Mission, Maple Ridge and Langley (Darrell Krahn)

2. ROAD

(a) Transportation Corridors and Pitt River Crossing

- Establish new transportation corridors (Maple Ridge Chamber of Commerce Tourism Committee)

- Establish northern transportation corridor connecting to a high level bridge over the Pitt River (Maple Ridge Chamber of Commerce Transportation Committee)

- Determine the location of the northern transportation corridor initially through to 240th Street east of Maple Ridge (Mission Regional Chamber of Commerce)

- Provide a northern transportation corridor (expressway or freeway standard) forming part of a new Provincial highway parallelling the Trans-Canada Highway on the south side of the Fraser River, connecting to the Mary Hill Bypass via a new high level bridge crossing of the Pitt River at the junction of the Pitt and Fraser Rivers (District of Maple Ridge)

- Extend the limited access highway on the north side of the Fraser eastward to Hope (Dewdney-Alouette Regional District)

- Develop a second east-west access to run parallel to the Lougheed Highway from Coquitlam to Mission (Chris Herbert)

- Construct a northern transportation corridor through Pitt Meadows (Macky Banns)

- Build a new bridge across the Pitt River (Lorraine and David Douglas)

- Construct a new bridge crossing to the north of the present Pitt River bridge, and highway north of Coquitlam (Macky Banns)

- Improve the Mary Hill Bypass and Pitt River crossing (District of Mission)

.....4

- Construct a new high level bridge at the confluence of the Pitt and Fraser Rivers to tie in with the existing Mary Hill Bypass (Pitt Meadows Chamber of Commerce)

- Provide a high level bridge crossing of the Pitt River through to the Mary Hill bypass with improvements to the latter (Mission Regional Chamber of Commerce)

- Construct a new high level bridge crossing of the Pitt River and a connector road to both the Mary Hill Bypass and eastward to an interchange with the existing Lougheed Highway; then extending eastward to 240th Street; then southward to reconnect to the Lougheed Highway (Dewdney-Alouette Regional District, District of Pitt Meadows)

- Construct the northern transportation corridor east to 240th Street, Maple Ridge (Pitt Meadows Chamber of Commerce)

- Construct a freeway north of Maple Ridge and Mission (Sally Buchanan)

(b) Lougheed Highway Improvements

- Widen and upgrade the Lougheed Highway from the Pitt River Bridge to West Street with possible construction of a divider (Maple Ridge Chamber of Commerce Transportation Committee)

- Complete the widening of the Lougheed Highway east of Maple Ridge to Mission (Maple Ridge Chamber of Commerce Transportation Committee, Mission Regional Chamber of Commerce, Bryden Nelmes, Chris Herbert, Dewdney-Alouette Regional District, Pitt Meadows Chamber of Commerce)

- Complete the four-laning of the Lougheed Highway east from Oliver Street to First Avenue/Railway, Mission (Mission Regional Chamber of Commerce)

- Widen the Lougheed Highway, realigned at the western boundary of Maple Ridge to connect with the high level bridge crossing of the Pitt River (District of Maple Ridge)

- Continue the Dewdney Trunk Road and the present Lougheed Highway crossing to the Pitt River at the existing bridge location (District of Maple Ridge)

.....5

- Widen the Lougheed Highway, from the Pitt River Bridge to Harris Road, and install concrete dividers (District of Pitt Meadows)

- Widen the Lougheed Highway through Mission, including the installation of sidewalks (Lester Leavitt)

- Complete the urban area Lougheed Highway improvements from Park Avenue east to the Legion on First Avenue, Mission (District of Mission)

- Complete the Lougheed Highway four-laning from Oliver Street, Mission west to the Albion ferry (District of Mission)

- Upgrade the Lougheed Highway for improved access to referral hospitals (Mission Memorial Hospital)

(c) Additional Fraser River Bridge Crossing

- Provide a further crossing of the Fraser River following a full study as to the best location (Mission Regional Chamber of Commerce)

- Construct a new bridge crossing of the Fraser River in the vicinity of 230th Street connecting via a Provincial route to the northern corridor route to the north and to the Trans-Canada Highway and the United States border to the south (District of Maple Ridge)

- Construct a bridge crossing of the Fraser in the vicinity of 232nd Street (Dewdney-Alouette Regional District, District of Pitt Meadows, Chris Herbert, Lorraine and David Douglas, Maple Ridge Chamber of Commerce Transportation Committee)

(d) Other

- Widen the Mary Hill Bypass to four lanes (Lorraine and David Douglas)

- Install no-post guard rails along the centre line of Highway 11 across the Mission bridge (District of Mission, Maple Ridge Chamber of Commerce)

- Complete the Mission bypass exiting onto the Lougheed Highway east of Mission (Mission Regional Chamber of Commerce, Lester Leavitt)

.....6

- Upgrade Highway 1 between Chilliwack and Abbotsford to full freeway status (Bryden Nelmes)

- Widen Highway 11 to four lanes and provide left-hand turn lanes from Harris Road to the north end of the Abbotsford Bypass and from the south end of the bypass to Highway 1 (Bryden Nelmes)

- Four-lane the Yale-Vedder Road overpass in Chilliwack and improve the on-off ramps (Bryden Nelmes)

- Complete Highway 11 improvement south to Abbotsford (Maple Ridge Chamber of Commerce)

- Provide good access to the Maple Ridge Hospital (Maple Ridge Hospital)

- Provide good highways and bridges to downtown hospitals for rapid movement of serious trauma cases (Maple Ridge Hospital)

- Improve Hurd Street, Mission, to increase public safety and decrease noise (Anna Schmidt)

- Enhance the inter- and intra-regional transportation infrastructure to alleviate pressure from other highly productive agricultural areas of the valley (Provincial Agricultural Land Commission)

3. AIR

- Provide continued access to Heliport facilities (Mission Memorial Hospital)

- Continue development of the Abbotsford Airport as a major regional airport facility (District of Mission, Mission Regional Chamber of Commerce)

5. WATER

- Improve the frequency and quality of the Albion ferry service by:
  adding a third ferry;
  adding an additional dock and having four ferries running; or
  building a temporary low level two lane bridge (Maple Ridge Chamber of Commerce Transportation Committee)

.....7

- Improve the Albion ferry service with a third ferry during peak periods (Mission Regional Chamber of Commerce)

6. MISCELLANEOUS

- Recognize the bicycle role in transportation (Bicycling Association of B.C.)
- Improve the convenience and safety of bicycle travel (Bicycling Association of B.C.)
- Encourage mixed mode transportation, by the provision of facilities (Bicycling Association of B.C.)
- Provide parking for bicycles (Bicycling Association of B.C.)
- Provide additional taxi services for the Mission area (Sally Buchanan)
- Conduct transportation planning from both the regional and Lower Mainland prospective (Provincial Agricultural Land Commission)

Appendix B

TRANSPORTATION SUBMISSIONS RECEIVED FROM:

- DISTRICT OF MISSION
- DISTRICT OF MAPLE RIDGE
- THE CORPORATION OF THE DISTRICT OF PITT MEADOWS
- DEWDNEY-ALOUETTE REGIONAL DISTRICT
- BRITISH COLUMBIA AGRICULTURAL LAND COMMISSION
- THE FRASER RIVER HARBOUR COMMISSION

DISTRICT OF MISSION

8645 STAVE LAKE STREET
BOX 20
MISSION, B.C. V2V 4L9
TELEPHONE 826-6271

RECEIVED
FEB 28 1989
1290-03-01
DEWDNEY-ALOUETTE REGIONAL DISTRICT

DEWDNEY - ALOUETTE REGIONAL DIST.
Meeting of REGIONAL SUB COM.
FEB 28 1989
ITEM RECEIVED

February 28, 1989

Mr. Lloyd McKimmon,
Chairman,
Mainland S.W. Region,
Transportation Task Force Subcommittee,
32386 Fletcher Avenue,
Mission, B.C.
V2V 5T1

Dear Mr. McKimmon:

Re: District of Mission
Transportation Priorities

I am pleased to attach, on behalf of Mayor and Council, a copy of our brief on transportation priorities. It has also been forwarded to the Minister of Transportation and Highways and Municipal Affairs and Mayor and Council in Abbotsford, Matsqui, Maple Ridge and Pitt Meadows.

Yours truly,

Sophie Cwiesmchuk

Norman A. Cook,
ADMINISTRATOR.

NAC/bb

INTRODUCTION

An efficient transportation system is essential to an area's long range growth and economic development. Over the past decade, a number of transportation improvements have been proposed for the District of Mission. Of the completed transportation improvements, there have been impacts upon both the urban and regional traffic patterns of the Municipality. This brief shall examine those impacts, highlighting the overall importance of the Lougheed Highway and related transportation improvements to the continued economic health and prosperity of the District of Mission.

CONTEXT

Throughout the early to mid 1980s the District of Mission endured a slow rate of growth. Today, however, the municipality is on the edge of an economic surge, a surge which saw 1988 population growth rates climb to 4.5 percent. It is anticipated that Mission's growth and development will continue to correspond favourably with the surrounding high growth communities of Matsqui, Abbotsford and Maple Ridge.

During the period 1983 to 1986, building permit values in Mission averaged 8-10 million per year with residential starts in the range of 110-140 units per year. By 1987, residential growth trends began to change. During 1987 and 1988, housing starts exceeded the 200 mark each year. Total building permit values for 1988 were just under 20 million dollars. Significant industrial and commercial development also occurred in 1988 at levels not experienced since 1980. With numerous industrial and commercial projects planned for 1989, including the 30 million dollar Norvik Timber Alder processing mill, this trend is expected to continue.

Because of the confidence displayed in recent years, the District of Mission is moving toward the 1990's with a positive economic outlook. The continued health and economic development of the District though, will be largely influenced by, and dependent upon, the local and regional transportation infrastructure. It is within this context that the District of Mission has reviewed the localized effect of the provincial transportation policies and plans of the municipality. To this end, the following comments are made.

DISTRICT OF MISSION TRANSPORTATION BRIEF SUMMARY

The attached brief outlines the District of Mission position on various transportation improvements which influence the long range growth and economic development of the Municipality. In summary, the District transportation priorities are as follows.

1. Installation of "no posts" along the centerline of the Highway II Mission Bridge.

2. Completion of the urban area Lougheed Highway improvements from Park Avenue east to the Mission Legion on 1st Avenue.

3. Completion of the Lougheed Highway four laning from Oliver Street in the District of Mission west to the Albion Ferry.

4. Improvements to the Mary Hill By-Pass and Pitt River crossing.

5. Extension of Commuter Rail Service from Port Coquitlam to the District of Mission.

6. Continued development of the Abbotsford International Airport as a major regional airport facility.

HIGHWAY 11 MISSION BRIDGE

To prevent vehicles from crossing the center line, the original design of the Highway 11 Mission Bridge specified that "no posts" were to be placed along the bridge centerline to prevent vehicles from crossing the center line. As a cost saving measure, these "no posts" were not installed.

Since the bridge opened in 1974, there have been numerous accidents and fatalities on the bridge as a result of vehicles crossing the centerline. In the past 2 years alone, there have been 3 fatalities, 26 injuries and 44 property damage accidents. The accidents have resulted in substantial I.C.B.C. claims. The cost to install the barriers is approximately $250,000 (1989). It is the District's belief that the savings in I.C.B.C. claims would more than justify the installation of the barriers. In addition to the Mission Bridge improvements, upgrading of Highway 11, south from Matsqui Village to Abbotsford, will also be required in the near future as traffic counts continue to increase dramatically along this section of highway.

PARK AVENUE EAST LOUGHEED HIGHWAY IMPROVEMENTS

Within the urban area, the noted Lougheed Highway improvements include that short portion of the Highway from the Mission Legion on 1st Avenue to the corner of Park Avenue and the Lougheed. The remaining urban area segment of the Lougheed Highway from Park Street west to Oliver Street was upgraded in 1987. The District places a high priority on the completion of the Park Street to 1st Avenue section of the Lougheed, since such work would play a vital role in linking and blending the downtown commercial area with the Service Commercial area to the west.

At the present time, this unfinished portion of the Lougheed contains a number of vacant commercial buildings. Under normal circumstances, the area would be attractive to commercial investors. Unfortunately, however, the uncertainty concerning access points of the new road and the general appearance of properties purchased at considerable expense by the Ministry of Transportation and slated for demolition, has stymied commercial development of the area.

The general condition of the roadway shoulder along the Lougheed has also made it difficult and dangerous for pedestrians to

walk between the District's two commercial areas. It is the District's belief that the completion of this section of the Lougheed Highway would result in substantive and immediate commercial investment. They would in turn provide an additional tax base and increase employment opportunities.

MISSION ALBION LOUGHEED HIGHWAY IMPROVEMENTS

The District's regional transportation concerns focus on the need to complete road widening of the Lougheed Highway east from the Albion ferry to the intersection of Oliver Street. In essence, the Lougheed Highway is the primary access to the District of Mission from the Greater Vancouver area. Recent traffic transportation improvements in the Mary Hill bypass area have facilitated traffic movements through to the urban area of Maple Ridge to the Albion ferry turnoff. From this point on though, traffic must utilize a twisting two-lane highway to the District of Mission. The highway has no passing lines and numerous uncontrolled accesses. Traffic congestion routinely occurs, resulting in severe psychological frustration and anxiety in driving the route. Accidents along this section of road over the past 3 years have claimed 3 lives and resulted in 117 injury incidents, as well as a total of 215 property damage claims.

As a result of this situation, the Albion to Mission section of the Lougheed is perceived as a major stumbling block to growth and development in the community. This perception of the District's inadequate east-west transportation link significantly affects the municipality's ability to attract more comprehensive industrial as well as residential investment to the Mission area.

Industrial growth, in the Lower Mainland during, the 1980s has exhibited a trend of a great increase in the number of industries that have relocated from the congested Vancouver City area to points further east. While the District of Mission has recently formalized strategic Economic Development functions to attract a share of this and other growth to Mission, the Albion to Mission segment of the Lougheed is considered as a negative factor when industries initially investigate the Mission option. Without improvements to this portion of the Lougheed, the municipality is at a distinct disadvantage in attracting new industrial development. Overcoming this obstacle is crucial to achieving a balanced tax base and maintaining the general economic health of the community.

With specific reference to the potential for additional residential growth, it would seem logical that the provincial transportation routes of the north shore of the Fraser River should be improved. This statement is made in light of the provincial government policy to preserve agricultural land which is primarily located on the south side of the Fraser River. Improvements to Highway 1 west of Surrey, similar to the impacts of the construction of the Alex Fraser Bridge, will only serve to fuel continued residential growth south of the Fraser and the resulting stress on agricultural land. Consequently, improvements to the Lougheed, from Albion to Mission, are important, not only to ensure continued economic growth and vitality of the District of Mission, but to serve provincial land use priorities as well.

NORTH FRASER CORRIDOR IMPROVEMENTS

The preceeding section dealt with the Albion to Mission proposed highway. While upgrading the Albion to Mission section of the Lougheed is important, it is the District's view that a new Pitt River crossing and accompanying improvement to the Mary Hill Bypass are crucial to the continued growth and economic health of Mission as well as Pitt Meadows and Maple Ridge. In this regard, the District of Mission supports the general premise of the District of Maple Ridge press release dated February 6th, 1989, which highlights the need for overall North Fraser corridor transportation improvements.

COMMUTER RAIL SERVICE

The recent announcement of Commuter Rail Service from Vancouver to Port Coquitlam is an important first step in developing a long term transportation strategy for the North Shore of the Fraser River. However, in order to ensure the success of the commuter rail concept, it is necessary to allow the system to serve greater population densities than offered by the present limited route. Specifically, a priority should be placed on extending the service east across the Pitt River to serve Maple Ridge and Mission communities. While the Maple Ridge area population of 50,000 would enhance the success of the commuter rail system an additional expansion to Mission creates the prospect of the commuter rail system serving a further market area of nearly 100,000 residents. This 100,000 figure includes 75,000 (Abbotsford-Matsqui) residents that are 10 km. south of the C.P.R. mainline route through Mission. With a regional growth rate in excess of 5% a commuter rail service to the Mission area would be

provided with an effective population density at the service's terminus point. The rail terminus in Mission would also provide a long term transit alternative for Central Fraser Valley residents.

ABBOTSFORD INTERNATIONAL AIRPORT

The District of Mission supports efforts by the District of Matsqui to expand the facilities and services at the Abbotsford International Airport. It is the District of Mission's view that the Abbotsford Airport fulfills a regional air transportation need and that over the long term, the airport will assume a larger role in serving the transportation needs of both the Greater Vancouver and Fraser Valley area. The recent effort to develop a new terminal is an example of the type of improvements needed to allow the Abbotsford airport to reach its true potential. As the airport's continued growth and success provides regional benefits, the District of Mission urges the Provincial and Federal Government to actively support the further development of the Abbotsford airport.

MAPLE RIDGE
Incorporated 12 September, 1874

11995 Haney Place
Maple Ridge, B.C. V2X 6A9
Telephone (604) 463-5221

Office of
Mayor Bill Hartley

March 17, 1989

RECEIVED
MAR 20 1989
File 1290-03-01
DEWDNEY - ALOUETTE
REGIONAL DISTRICT

Chairman,
Dewdney-Alouette Regional Sub-Committee
Regional Transportation Committee,
c/o Dewdney Alouette Regional District,
32386 Fletcher Avenue,
Mission, B.C.
V2V 5T1

Dear Sir:

Re: DISTRICT OF MAPLE RIDGE - TRANSPORTATION PRIORITIES

Rather than submit a lengthy brief detailing the transportation priorities of the District, I feel that the attached press release briefly summarizes Council's views of the issue. I would urge that your committee place a strong emphasis on the necessity for the first priority identified by Council - a new high level bridge crossing of the Pitt River and a new transportation facility to the east. Short term solutions to resolving immediate transportation problems, such as improving the operation of the existing highway system, are obviously necessary, but should not be considered in the same manner as the construction of major highway facilities necessary to adequately handle the transportation needs of the area.

Thank you for the opportunity of expressing Council's views on this very important matter.

DEWDNEY - ALOUETTE
REGIONAL DISTRICT
Meeting of Transportation Sub-Ctee
MAR 28 1989
ITEM RECEIVED

Yours truly,

Bill Hartley

Bill Hartley,
Mayor

RB/bjs

PRESS RELEASE
FEBRUARY 6, 1989

DISTRICT OF MAPLE RIDGE

TRANSPORTATION PRIORITIES

Over the past 15 years, transportation planning for provincial and related municipal roads has been aking place between the Ministry of Highways, Regional Districts, and Municipalities. Council and Regional Board members have reviewed and approved of a variety of routes, all related to the goal of a Transportation Corridor Plan acceptable to the three parties. Since 1973, all parties have agreed on the number of elements that will comprise the basic provincial highway system serving the north bank of the Fraser east of the Pitt River. However, it wasn't until the mid 1980's that Maple Ridge and the Province agreed in principle on the location of all the elements. The routes are: 1) A Northern Transportation Corridor (expressway or freeway standard) forming part of a new Provincial highway paralleling the Trans-Canada Highway on the south side of the Fraser, connecting to the Mary Hill Bypass via a new high level bridge crossing of the Pitt River at the junction of the Pitt and Fraser Rivers, 2) a widened Lougheed Highway, realigned at the western boundary of the municipality to connect with that same bridge crossing of the Pitt River, 3) the continuation of Dewdney Trunk Road and the present Lougheed Highway crossing the Pitt River at the existing bridge location, and 4) a new bridge crossing of the Fraser River in the vicinity of 230th St., connecting via a provincial route to the northern corridor route to the north, and to the Trans-Canada Highway and the United States border to the south.

During the past year, the Provincial government initiated a provincial transportation study involving all forms of transportation. It is the understanding of Council that the province is seeking input with regard to the priorities of the various municipalities and regions, and thus Council has discussed the Maple Ridge priorities and decided to advise the Province of the one project which it feels will best serve the short to medium range highway needs of the Municipality.

It is Council's view that a new high level bridge crossing at the mouth of the Pitt River, and the construction of that part of the northern transportation corridor from the bridge to approximately 240th Street (see attached map) with a connection to the Lougheed Highway would best suit those needs. The route will provide an alternative to the already congested Lougheed Highway, and will avoid traffic bottlenecks at the Pitt River and the underpass of the C.P.R. in Port Coquitlam. The route assumes that a better connection to the Trans-Canada Highway from the Mary Hill Bypass will be constructed at Cape Horn. The route location was the subject of a provincially funded study (mid 1980's) and has been approved in principle by Maple Ridge Council. Connection on a temporary basis to the Lougheed Highway near 240th St. will provide improved access to the eastern portions of the Regional District, and will provide a better provincial route for those needing an alternative to Highway 401 as a route to the interior of the province.

In terms of other forms of transportation, Council feels that improved transit (bus) connections to commuter rail and skytrain and planning for the extension of commuter rail to the area are the most important priorities in the public transit sector.

Council recognizes the extent of improvements necessary to provide a good transportation system for the Province, and urges the Province to recognize that an improved highway system to serve the north bank of the Fraser is identified as a necessity in the Provincial study, and that improved access to this area would provide an option to increased pressure for the development of farm and floodplain land on the south side of the river.

C.J. (BUD) TIEDEMAN
MAYOR

THE CORPORATION OF THE DISTRICT OF PITT MEADOWS

P.O. BOX 160, 12007 HARRIS ROAD, PITT MEADOWS, B.C., V3Y 2E6
TELEPHONE — 465-5464 TOLL FREE — 524-1511

1989 March 28

Ministry of State
Mainland Southwest Region
100, 635 Columbia Street
New Westminster, B.C.
V3M 1A7

Attention: Mr. Sven Buemann
Regional Development Officer

Dear Mr. Buemann:

Re: Transportation Priorities

This is to advise you that the Council has adopted the following as the Transportation Priorities of the District of Pitt Meadows. As you will note, with the exception of Priority No. 3 under the Highway System, the priorities are those adopted by the Dewdney-Alouette Regional District.

A. Lower Mainland Highway System

No. 1 - A high level bridge crossing of the Pitt River and a connector road to both the Mary Hill By-pass and eastward to an interchange with the existing route No. 7; then extending eastward to 240th Street; then southward to reconnect to highway route No. 7, as described in the report entitled, "Maple Ridge/Pitt Meadows Primary Corridor" prepared for the British Columbia Ministry of Transportation and Highways by Klohn Leonoff Ltd., dated July 1984; and the completion of four lanes of the Lougheed Highway from Albion eastward to Mission.

No. 2 - A bridge crossing of the Fraser River in the vicinity of 232rd Street.

No. 3 - Widening of Lougheed Highway, from the Pitt River Bridge to Harris Road, and the installation of a concrete divider.

..../2

The ultimate priority for highway transpo·tation would be the extension of a limited access highway on tne north side o' the Fraser River eastward to Hope.

B. Transit

No. 1 - The establishment of a commuter rail system from the Vancouver downtown core eastward to Mission.

Yours truly,

B. E. Strong/lk

B.E. Strong
Deputy Clerk

BES:lk

cc: District of Maple Ridge
District of Mission
Dewdney-Alouette Regional District

DEWDNEY ALOUETTE
REGIONAL DISTRICT

DEWDNEY - ALOUETTE
REGIONAL DISTRICT
Transportation
Meeting of Sub Comm. Tte
FEB 28 1989
ITEM RECEIVED

File 1290-03-01
1989 02 27

MEMORANDUM

TO: Chairman and Members of the Dewdney-Alouette Regional Sub-Committee of the Regional Transportation Committee

FROM: P.J. Gairns, Administrator

SUBJECT: Dewdney-Alouette Transportation Plan

The Regional Board, at its February meeting, endorsed the following recommendation from its Executive Committee pertaining to this region's priorities for the Mainland/Southwest Transportation Plan.

Lower Mainland Highway System

That under the "Lower Mainland Highway System" category, the No. 1 transportation priority consists of the proposed new high level bridge crossing of the Pitt River and a connector road to both the Mary Hill By-pass and eastward to an interchange with the existing highway route No. 7; then extending eastward to 240th street; then southward to reconnect to highway route No. 7, as described in the report entitled "Maple Ridge/Pitt Meadows Primary Corridor" prepared for the British Columbia Ministry of Transportation and Highways by Klohn Leonoff Ltd. dated July, 1984; and the completion of four lanes of the Lougheed Highway from Albion eastward to Mission;

That the number 2 priority be a bridge crossing of the Fraser River in the vicinity of 232nd Street;

The ultimate priority for highway transportation would be the extension of a limited access highway on the north side of the Fraser River eastward to Hope.

.....2

Transit

The number 1 priority for the purposes of public transit is the establishment of a commuter rail system from the Vancouver downtown core eastward to Mission.

P.J. Gairns, P:Adm.,
Administrator.

JRF/lj
LJ-01/Transport/M.1

DEWDNEY - ALOUETTE REGIONAL DISTRICT
Meeting of MAR 28 1989
Transportation Sub-Cttee
ITEM RECEIVED

British Columbia
Agricultural
Land Commission

Telephone: (604) 660-7000
Faxcom: (604) 660-7033

Room 133, 4940 Canada Way, Burnaby, B.C. V5G 4K6

RECEIVED
MAR 28 1989
File 1290-03-01
DEWDNEY-ALOUETTE
REGIONAL DISTRICT

A BRIEF TO THE
DEWDNEY ALOUETTE REGIONAL DISTRICT
TRANSPORTATION COMMITTEE
28 March 1989

On behalf of the Agricultural Land Commission I would like to thank you for the opportunity to meet with the Committee.

The Commission has a fundamental interest in the provision of transportation facilities throughout the province wherever the Agricultural Land Reserve (ALR) is apparent. This interest is of course directly related to the Commission's mandate to preserve the province's very limited agricultural resource. More particularly B.C. Regulation 313/78 Section 44(e) pursuant to our Act states that an application must be made and approval granted by the Commission prior to the "...dedication or construction of new highway, road or railway rights-of-way."

Besides this legislative mandate, there are very practical reasons for the Commission's interest in transportation planning. Regardless of whether the provision of transportation infrastructure is in response to development or acting as a catalyst to new growth the impact of transportation facilities in terms of land management is profound - regardless of the type of land use involved. This is certainly the case for agriculture.

A new highway can not only sever long standing agricultural communities but may in fact sever an individual farm operation. Established drainage patterns can be upset. The movement of farm vehicles and equipment may be disrupted. In fact an entire farm operation can be rendered virtually useless and there are many historical examples of how poorly planned transportation routes can negatively affect agriculture. Portions of Highways 401 and 99 serve as good examples. The transportation facility itself can of course be very consumptive of agricultural land. By way of example

every mile of Highway 401, not counting interchanges, utilizes 32 acres of land. In addition the provision of a new transportation facility in the ALR - whether its purpose is to move people or services - can set off expectations of land use change, that over time can undermine an agricultural area.

At the same time physical features such as railways and highways can make a clear demarcation of the ALR boundary. Therefore, locating a new highway along the edge of the ALR can be beneficial if maintained as the Reserve's boundary. However, if municipal, regional and provincial government authorities do not ensure the integrity of the boundary there will be pressure to "double front" the facility thus setting off still further intrusions into an agricultural area. Highway interchanges are also particularly strong targets for non-farm development.

In Support of a Comprehensive Process

The Commission is very supportive of a comprehensive approach to the transportation planning process, that is, a consideration of a range of transportation modes viewed in both a local and regional context.

Transportation planning obviously has important implications in the local context. Indeed its impact must be considered on a 'lot-by-lot' basis at some point in the process. This is as true for agriculture as for any other part of the land base.

Yet the Commission is pleased that '<u>regional</u>' transportation planning has been revived in Dewdney Alouette. Over the past few years the Commission has reviewed the Mission Official Community Plan update and 3 Official Community Plans in the Electoral Areas east of Mission. In each case comment was made on some elements of the transportation plan but it was exceedingly difficult to comment on those major intra-regional transportation components because of the lack of a "regional framework" against which to view the

elements. In each case the Commission found itself frustrated and the best we could do was to express general agreement to the concept - by way of example - of the proposed major east-west transportation facility, but felt unable to commit to a specific alignment without understanding its full regional implications. Uncertainty of larger regional transportation concerns creates an added difficulty in assessing some applications considered by the Commission - the Abernathy Way transportation route in Maple Ridge is a case in point.

Lower Mainland Perspective Important

The importance of a regional perspective must also be taken at a step further. Although there are certainly exceptions, very often agriculture expresses itself in the form of communities with some degree of geographic uniformity which may or may not be consistent with the jurisdictional boundaries. We talk of the agricultural communities of East Richmond or Sumas Prairie or Pitt Meadows. Yet at a different level the Lower Mainland itself is an agricultural entity. While provincially the ALR in the Lower Mainland is very small in its physical size, it is exceedingly important in its productive capacity. The Commission is comfortable, in agricultural terms, with this Lower Mainland perspective and feel strongly that transportation planning is another discipline that must be considered as an integrated Fraser Valley function. The Commission, therefore, considers it appropriate that this planning process being undertaken today is under the Mainland/Southwest umbrella.

As an organization the Commission has consistently supported regional planning efforts and was, and continues, to be concerned with the demise of regional planning in British Columbia. The Commission found particular merit in the past approach taken in the Lower Mainland through the former Lower Mainland Planning Review Panel which provided a forum in which Valley-wide issues could be addressed. It is, therefore, hoped that the Mainland/Southwest

Development Region will provide a vehicle through which this integrated context for the consideration of transportation needs can be achieved.

Transportation Planning in Dewdney Alouette

The Commission has been involved with transportation planning in the Dewdney Alouette Regional District for a number of years. This has included the review of the transportation components of various Official Community Plans as well as involvement in the major region wide transportation network planning efforts of some years ago. The Commission is, therefore, quite aware that there has been a desire to provide for a major new east-west highway route through the Region, that there is a need to strengthen highway linkages west and south across the Pitt and Fraser Rivers respectively and strong encouragement has been given locally for the provision of rail transit facilities into the region to compliment the local bus systems.

I would like to indicate the Commission's continued support for these general initiatives. You will appreciate that when specific route alignments are proposed each will be scrutinized very carefully to ensure the least possible impact on agriculture. Dewdney Alouette has farm land throughout the southern portion of the region but its most significant agricultural communities are of course those at the very western and eastern ends of the region. Indeed it is virtually impossible to discuss new region-wide transportation routes without the agricultural lands of Pitt Meadows and western Maple Ridge and those of Hatzic Prairie and Nicomen Island being affected but we must emphasize that the Commission will work diligently to keep these effects to an absolute minimum.

Through careful planning and sensitive route alignments many potentially negative impacts that transportation routes may have on

agricultural areas can be mitigated. It is essential in the process of transportation planning that agricultural areas be respected and that agriculture in the ALR be recognized as the land use of priority for the long term. Unfortunately the Commission has experienced transportation plans that do little more than treat agricultural land as 'future urban land in waiting'. This attitude must be broken. Transportation plans are a very powerful means of implementing a land use strategy and a plan that provides for the 'urban' transportation needs of an agricultural area may well become a self-fulfilling prophecy.

Conclusion

In considering transportation planning in the Dewdney Alouette Regional District the Commission's general support for earlier initiatives is based largely on its broader view of this region in the context of the Lower Mainland and Provincial mandates.

Firstly, the Commission clearly recognizes the provision of transportation systems - the movement of people and goods - as an important Provincial interest. The preservation of agricultural land, however, is also a fundamental area of provincial policy. Where the ALR is involved the Commission, in exercising its mandate, sees its role as being part of a process that will make every effort to satisfy both Provincial interests and to do so with respect for legitimate local concerns.

Secondly, the Commission wants to make it clear that Dewdney Alouette has some very important agricultural areas that must be protected now and in the future as part of the Province's foodland resource for the well being of the citizens of British Columbia. However, this region is also blessed with a varied landscape, providing considerable opportunity for rural, urban, and industrial land uses without involving agricultural lands.

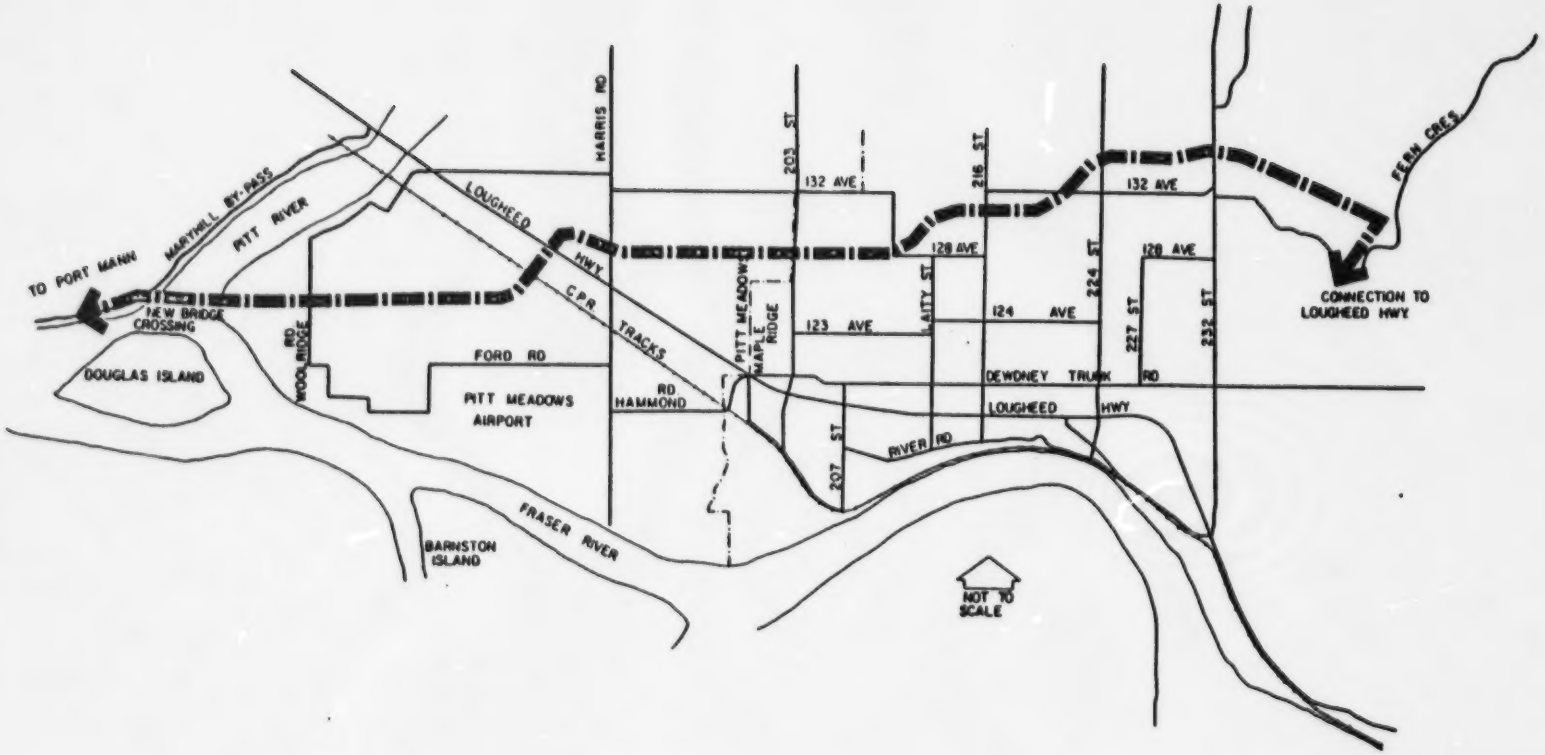
The District of Surrey has the largest 'bank' of land for new urban development of any single Lower Mainland municipality. It is not by accident that Sky Train will soon bridge the Fraser River into Surrey. However, the second largest reservoir of untapped land with urban potential in the Lower Mainland is in the Dewdney Alouette Regional District. The Commission considers the enhancement of both the inter and intra regional transportation infrastructure serving the Dewdney Alouette Regional District to be a matter of priority. While undoubtedly agricultural lands in this region will be affected by such improvements, on balance the Provincial objective of agricultural land preservation will be well served by taking pressure off other highly productive areas of the Valley.

Dewdney Alouette makes an important contribution to the Province's food needs but in contrast, the Central Fraser Valley Regional District (including the Langleys) accounts for over 25% of the Province's value of agricultural production. Yet for the Commission it is a sobering thought that over the last census period the Central Fraser Valley Regional District's population grew faster than any regional district in the Province with the exception of Greater Vancouver.

This should make it obvious why the Commission considers improvements to Dewdney Alouette's transportation facilities a matter of priority. Transportation is seen as the key factor in ensuring greater development balance in the Lower Mainland.

In summary, the Commission, in the context of its mandate, will continue its support of transportation planning efforts in Dewdney Alouette and looks forward to a continued role in the process.

On behalf of the Commission I wish to thank you for the invitation to address the Committee.


TO PORT MANN
MARTHILL BY-PASS
PITT RIVER
LOUGHEED HWY
C.P.R. TRACKS
HARRIS RD
203 ST
132 AVE
216 ST
132 AVE
FERN CRES
CONNECTION TO LOUGHEED HWY
128 AVE
128 AVE
224 ST
227 ST
232 ST
NEW BRIDGE CROSSING
WOOLRIDGE RD
FORD RD
PITT MEADOWS AIRPORT
PITT MEADOWS
MAPLE RIDGE
123 AVE
LAITY ST
124 AVE
DEWDNEY TRUNK RD
LOUGHEED HWY
RIVER RD
207 ST
RD HAMMOND
DOUGLAS ISLAND
FRASER RIVER
BARNSTON ISLAND
NOT TO SCALE

SUBMISSION

by the

FRASER RIVER HARBOUR COMMISSION ON

PROVINCE OF BRITISH COLUMBIA
TRANSPORTATION PLAN

Fraser River Harbour Commission
May 26, 1989

EXECUTIVE SUMMARY

Fraser Port is continuing to develop as a major regional, national and international Port generating significant economic benefits to the Canadian economy.

To facilitate this future growth, several transportation developments are required, namely:

- improvements to the main shipping channel to provide an assured 35 ft. (10.7m) draft throughout the year.

- a perimeter road connecting Highway 91 and the Alex Fraser Bridge to the Port Mann Bridge and further on to 176th Street and Highway 401.

- improvements to River Road and a proposed River Way West Road from the Alex Fraser Bridge south and west to Tilbury Island.

- either a new lift span or a new bridge to replace the existing New Westminster Railway Bridge.

- Extension of Skytrain to Whalley.

BACKGROUND

The Fraser River Harbour Commission, also known as Fraser Port, has jurisdiction over the first 100 km of the main arm of the Fraser River providing some 215 km of shoreline. The Port is bordered by nine municipalities, Richmond, Delta, New Westminster, Surrey, Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge and Langley. More than 6 million tonnes of international and coastal cargo pass through Fraser Port each year (see Appendix A). Approximately 500 vessels call at the Port each year generating about $75 million to $80 million per year in direct economic benefits in the Port and Port-related industries such as longshoring, pilotage, tug services, etc. with additional secondary spinoff benefits in other sectors of the economy.

In addition to creation of employment, the Port is a major gateway for local, regional, national and international trade with major commodities being automobiles, steel and forest products. More recently, container traffic has increased significantly, moving from 6,000 TEU's in 1985 to 14,000 TEU's in 1987 and 30,000 TEU's in 1988.

The Port is also a catalyst for regional development and investment, with over 300 businesses and industries connected with the Port, providing a $5 billion impact on the economy of British Columbia and Canada.

Future development of Fraser Port is influenced by the following situations:

Heavy loss of Canadian destined containers to U.S. West Coast ports: For several years now, U.S. West Coast ports have handled about 60% of Canadian import and 40% of Canadian export containers, and this situation has not altered to date.

Inadequacy of facilities and services in Canadian West Coast ports: Shipping lines, shippers and, just recently, Mr. Joseph Weiler (the Commissioner who looked into the container clause dispute in the Port of Vancouver) have stated

that a major cause of the above mentioned traffic diversion has been the failure of the Canadian West Coast ports to develop adequate facilities and services e.g. intermodal facilities and services, to compete with U.S. ports. Other contributing elements have been the availability in U.S. West Coast ports of land and services for terminal expansion and development (e.g. in Tacoma) and rapid and effective access to the hinterland, such as frequent double-stack train services.

Dependency of Fraser Port on channel improvement: In 1985, the Canadian Coast Guard and Fraser Port jointly commissioned Thorne, Stevenson and Kellogg (TSK) to conduct an economic and market study of the economic impact of improving the main shipping channel in the Fraser River. The study found that among several alternative improvement scenarios, a channel to accommodate year-round vessels drawing up to 35 feet of water was the most beneficial improvement scenario.

Equally significantly, the study also stated that to maintain status quo would lead to stagnation and a negative benefit-cost situation.

Future available capacity: The TSK Study was followed by another study in 1987 of port capacity in the Lower Mainland, done by Reid, Crowther and Partners (RCP), in which the consultants were asked to identify port capacity and, also, to determine the impact on the Lower Mainland port system of an improved year-round 35 foot draft channel for Fraser Port. The RCP study found that significant new capacity would be needed in the Lower Mainland ports for containers by the year 2000, and for pulp by 1992, and that Fraser Port could play a significant role in provision of future capacity in the Lower Mainland.

The need for additional terminal capacity in the Lower Mainland area is spurred on by the significant development of petrochemicals and forest products, notably pulp in Alberta and British Columbia.

In response to the above, Fraser Port has developed a long term plan, initially reflected in its 5-year Business Plan which includes the following main elements:

- improvements to the main shipping channel
- improvements to 2 major terminals, Fraser Surrey Docks and Annacis Auto terminals
- construction of state-of-the-art, on-dock, intermodal transfer facility
- improvements in road and rail access to the Port
- development of a major terminal at Fraser Richmond site
- acquisition and consolidation of land for future terminal sites

Fraser Port is seeking federal, provincial and municipal government support to enable implementation of its development proposals in the following specific areas:

- improvement of the main shipping channel
- Federal Government approval for Fraser Port to borrow for capital projects
- Province of British Columbia's support and financial assistance for highway access construction and improvement.

The proposed developments will result in increased employment and capital investment and in significant economic benefits to British Columbia and to Canada. For example, an estimated expenditure of $14 million on a training wall for channel improvement is expected to yield over $100 million (NPV) in economic benefits over the life of the facility to the region and to Canada.

DEVELOPMENT POTENTIAL AND REGIONAL IMPACT:

It is necessary to discuss Port development in two sections [A & B below] due to the positioning of the New Westminster Railway Bridge. This is discussed in greater detail below.

[A] Sandheads (mouth of the river) to New Westminster Railway Bridge

(a) Fraser Richmond site

This 269-hectare site located in South Richmond is slated for eventual development as a deep sea terminal and water-oriented industrial park. The property acquired from the Municipality of Richmond and private land holders, through either direct purchase or property exchange, was used as a landfill operation for 15 years as a requirement of the acquisition transaction. This site is now being preloaded and made ready for future Port development. All environmental requirements have been met.

Annacis Auto Terminals has been given an option on 80 acres of this site. The site is presently under construction and will be served by the Canadian National Railway. Road access is either via the Westminster Highway, the Gilley Road connector or Highway 99.

Future Transportation Requirements: Fraser Richmond site

Future transportation requirements are a connection over the north arm of the Fraser River via No. 8 Road and possible connection over the south arm feeding into 72nd Avenue in the Municipality of Delta. East/west connections would be via Blundell Road and a connection with Highway 99 South.

(b) Fraser Surrey Development area

i) Fraser Surrey Docks

A 68-hectare site on the south bank of the Fraser River 2 km downriver from the Pattullo Bridge, 28 km from Sandheads. It offers five standard berths, a specialty sawdust berth, and two 40 tonne container cranes. Scow ramps, ro-ro facilities and all support services are available. The Commission has constructed all the facilities at Fraser Surrey which are operated on the Commission's behalf by Fraser

Surrey Docks Limited, a wholly-owned subsidiary of Johnston Terminals Limited, through a management agreement.

Throughput over this facility is increasing rapidly, especially in forest products and containers, with consequent increase in truck traffic to and from the terminal.

ii) Extension Lands

This 50 hectare site is owned by the Commission and negotiations are underway to lease it. The site is immediately adjacent to Fraser Surrey Docks and could be served from Fraser Surrey Docks, as it currently has no dock facilities. If required, dock facilities could be constructed to serve this site as suitable waterfront and draft are available.

iii) Weldwood site

This 8 hectare site adjacent to the extension lands is owned by the Commission and presently under lease to Johnston Equities Ltd. A 28,000 sq. metre warehouse is on the site. The site is presently served by Timberland/Tannery Road.

There is potential for a dock at this site as traffic increases. Suitable waterfront and draft are available.

iv) Intermodal Transfer Facility

This 18 hectare site immediately behind the Fraser Surrey Docks, the extension lands and the Weldwood site is owned by the Commission and is currently being prepared as an intermodal transfer facility.

Future Transportation Requirements: Fraser Surrey Development Area

In terms of existing, as well as future road and rail infrastructure, the above mentioned facilities i.e. Fraser Surrey Docks, the extension lands, the Weldwood site and the intermodal transfer facility share similar needs and requirements and will be treated as a block for purposes of discussing future requirements.

Rail: All facilities are accessible to the four major railways, Canadian National, Canadian Pacific, Burlington Northern and Southern Railway of B.C. and with access to the B.C. Rail system. Apart from additional requirements specific to each site such as spur lines or additional tracks, the railway needs of this block are adequately met. The Commission is working towards ensuring that the rail facilities are open to all the major railways.

Road: Road access is off Scott Road via Timberland and/or River Road. Future requirements are for a perimeter road that would connect Highway 91 and the Alex Fraser Bridge to the Port Mann Bridge and further on to 176th Street and Highway 401. In so doing, the perimeter road would serve the Port Kells industrial estate and serve as a major artery for access to future harbour development.

The section of River Road from Tilbury Island east to the Alex Fraser Bridge is presently subject to heavy congestion during peak periods, and with future development in the area of River Road, it will become totally inadequate to serve its required function. In addition, its location along the riverfront inhibits the future development of Port facilities along the Fraser River.

River Way West from the Alex Fraser Bridge south and west to Tilbury Island has been proposed as a new, 4-lane undivided, industrial road that would both relieve existing pressure on River Road and provide better access to the rest of the industrial zoned land in Delta's River Road Corridor.

From the Alex Fraser Bridge east to Fraser Surrey Docks, the present alignment of River Road through the residential areas north and east of the Alex Fraser Bridge is a land use conflict at present and a constraint to required widening or upgrading of that portion of the road connecting Surrey.

Any significant changes to River Road east are going to be disruptive and costly. However, it appears that such changes are essential both for the future viability of Delta's industrial lands and to accommodate regional transportation requirements. The Commission supports a plan to have River Road traffic diverted over a road paralleling the Burlington Northern right-of-way.

72nd Street (mostly undeveloped at the present time) will become a sufficiently important link between the River Road Corridor and the Boundary Bay Airport to merit construction of a 2-lane road and an overpass of Highway 99 within 15-20 years. It is also a possible alignment for another crossing of the Fraser River which could result in a 4-lane road and a full interchange at Highway 99. This would become a major commuter route that will inevitably produce development pressure on both the Agricultural Land Reserve lands to the west and the Burns Bog and Greater Vancouver Regional District's landfill site to the east.

(c) Fraser Annacis

A 48.5-hectare site opposite Fraser Surrey offering a full range of storage preparation and distribution services for the automobile industry. There are two berths, one constructed by the Commission in 1973 and one by Annacis Auto Terminals in 1983. The site is operated under management contracts by Nissan Automobile Company (Canada) Limited, Mazda Canada Inc. and Annacis Auto Terminals Limited.

The site is presently served directly by Southern Railway of British Columbia which provides access to the other major railways as well. Road access is via Highway 91 system onto Annacis Island. The site would be better served by the Surrey perimeter road that would hook up with Highway 91, thereby eliminating truck traffic through New Westminster. The site is presently served by the Queensborough Bridge and offers truck traffic through the City of New Westminster.

DEVELOPMENT POTENTIAL AND REGIONAL IMPACT (CONT'D)

[B] Upstream, New Westminster Railway Bridge

Background

New Westminster Railway Bridge constraints

Ever since its construction by the Province of British Columbia at a cost of nearly $1 million in 1904, the New Westminster Railway Bridge has had its fair share of problems and change. Built originally as a dual purpose automobile and rail bridge, it was considered adequate for the relatively light traffic of the day.

Since 1939 when the Pattullo Bridge was constructed to replace the "Old Fraser River Bridge", as the bridge was then known, the bridge was converted into a rail bridge only, and ownership transferred to the federal government.

Over time, significant change has also occurred in the nature of land and marine traffic using the bridge. Trains, cars, etc. have become longer and heavier, and marine traffic has increased, both in numbers and size of vessels transitting the bridge.

Additionally, the bridge has been subject to over 50 collisions during its life, with bridge damage repair costs estimated at over $20 million ($1989).

In its present state, the bridge is a significant constraint to upriver development on the Fraser River, trains serving Fraser Port and the Port of Vancouver, and navigation in the river.

Assuming that the New Westminster Railway Bridge is replaced with a structure that is no longer an impediment to deepsea vessels, the following areas upriver of the Bridge could be developed:

(i) Barnston Island: approximately 1,000 acres on Barnston Island with water frontage is available for terminal and port-related development for both coastal and deepsea operations.

(ii) Stone's Landing: located in the Pitt Meadows area, could provide good deepsea and coastal facilities with approximately 200 acres of available land

Transportation Impacts: Presently, there is no highway nor rail access. Barnston Island will require either a bridge or tunnel to avoid conflict between highway/railway and marine mode.

Pitt Meadows airport's role in commercial and recreational flying will require coordination with marine and other modes.

TRANSPORTATION CONSTRAINTS AND THEIR STRATEGIC/LOGISTIC SIGNIFICANCE TO FUTURE PORT DEVELOPMENT

(i) Future crossings of the river: As a general observation, some of the proposed north/south linkages will have to cross the Fraser River and will conflict with navigation unless adequate provisions exist, either through tunnels or bridges with sufficient clearance to permit deepsea vessels easy transit.

In terms of bridge clearances, it is generally accepted that below the Pattullo Bridge, clearances of 185 feet above higher high water and upstream of the Bridge 150 feet above higher high water are considered adequate. Side channels are considered adequately served with clearances of 90 feet. For underwater crossings 2 metres below existing contour of the river with a minimum of 40 feet below local low water is considered adequate and for side channels crossings at 25 feet below local low water.

a) Pitt River Bridges: Two highway bridges and one railway (CP) cross the Pitt River. Transit by barges is difficult due to the way in which the protection pier is aligned, as in clearing one bridge it is difficult to align the vessel for the clearance of the other.

The highway bridges across the Pitt River are approaching capacity. As such, there are conflicts between highway and marine users because of increased bridge openings which clash with increased barge traffic.

At the moment, the CP railway bridge is not a constraint. However, as rail traffic increases, there will be a greater requirement for train standing time on the bridge.

(iii) Skytrain extension to Whalley - When the Greater Vancouver Regional District established its "Livable Region Plan", Whalley was identified as a regional town centre. As a result of this designation, millions of dollars have been spent by the municipality and the merchants of Whalley in preparation. The Municipality of Surrey, in its "Official Community Plan", has also designated Whalley as a commercial centre. The area surrounding the Scott Road station where Skytrain terminates at present has been designated as industrial. This is also in conformity with the "Livable Region Plan" and the Surrey community plan.

Skytrain stations have been witness to some startling commercial growth in the areas adjacent to them since the opening of the system in 1986. Such commercial activity will undoubtedly occur at the Scott Road station if no alternative is offered.

There is little need to establish another commercial area in Surrey, especially when it was indicated that Whalley would, at least, be the terminus when the river crossing was announced. All services for the commercial development of Whalley have been installed. If commercial development took place in the industrially-zoned area, additional services would have to be installed to meet the demand. There are sufficient services to meet industrial demands.

The Fraser River Harbour Commission supports Surrey's designation of "industrial" for the Bridgeview and south Westminster areas as they are adjacent to our Port development at Fraser Surrey. Any

encroachment of commercial and industrial uses on this industrial land will be the beginning of the end for Port development in Surrey. This encroachment onto industrial land has been a major problem in the Lower Mainland and we now have an opportunity to prevent another section of industrially zoned land that is ideally located to serve the Surrey community and the Port, from being alienated forever.

Related Issues

Future development plans should be sensitive to the following issues:

i) Spoil sites as an integral element of maintenance of marine corridor: Because the river is subject to siltation, dredging is an integral element in the maintaining of the shipping corridor and the provision of spoil sites to receive dredgeate is required.

ii) Environmental Issues: Habitat enhancement and protection, water quality and prevention of pollution are major concerns in the Fraser River because it is a major salmon fishing resource.

iii) Competing uses for space along the river: There is constant competition from port and port related industry, other industry, commercial concerns and residential interests for waterfront space. Maintenance of the balance and protection and preservation of already scarce port and port related land is of prime importance.

iv) Fraser River Estuary Management Program: The Fraser River Estuary Management Program (FREMP) was set up in October 1985 with the signing of a 5-year federal/provincial agreement by Environment Canada, B.C. Ministry of the Environment, Department of Fisheries and Oceans, Fraser River Harbour Commission and the North Fraser Harbour Commission.

The management program is intended to guide agency planning and decision making to plan uses for the river in accommodating a growing population and economy while maintaining the quality and productivity of the Fraser estuary's natural environment. Some of the main areas

to be addressed are provision of opportunities for port-industrial development and transportation, water quality, habitat management and recreation.

As a major participant, Fraser Port actively supports the FREMP.

prov.tra.All

APPENDIX A

APPENDIX A

Cargo/Vessels Handled, Fraser Port 1984 - 1988

Cargo

(in 1,000 tonnes)

	1984	1985	1986	1987	1988
Deepsea	1,554.5	1,838.2	1,492.8	1,133.8	1,502.1
Coastal	5,099.7	4,615.1	4,577.6	4,399.8	4,980.0
TOTAL	6,654.2	6,453.3	6,070.4	5,533.6	6,482.1

Vessels

1984	1985	1986	1987	1988
422	530	545	498	590